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25X1 1	In early Ju	2053	· · · · · · · · · · · · · · · · · · ·			· ·	7
25X1 25X1		the S-and ES-till to the Hagdeb					
		pation Power.		s rarmode ers	orices, amess	required for	CILE
25X1 2.	the employm	1952, ment of transit ould henceforth	worthy R- (fl	Oranienburg ratear with side	e racks) and	S- 2-axle-typ	
25X1 3.		-worthy S-, S		office of the R ype flatcars we			
1, ,		first half of Cottbus railr			o SS - type flat	cars passing	25X
5,	quarters to trains wou	transportation ransmitted an o ld have to be h are dispatched	ral order to t andled like ex	the effect that press freight	after 19 June	, uranium ord)
	General, R	period from 17 milroads, Rerli rt/Oder. (4)				rectorate	~
25X1 ⁷	. In early Ju 800 units,	of the 20,000	freight cars o	rfurt regional expected to be	returned from	the U.S.S.R.	•
•	possible. 'number of	to be repaired The chief of De additional pers pair work conti	partment 44 was	as asked to rep	ort immediatel	y on the	
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DEFENERATION ONDY

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•	Security of them Are Out I CIVID Out	25X1
8.	In early June 1/52, the boviet Transport Control Headquarters that tank shutule-train in Grossheringen was being re-formed. Ten ho-ton flatears of the previous shuttle train will be regrouped, while 23 x ho-ton flatears delivered by the lower Plants	25X1 25X1
	in Goorlitz and Hiesky will be newly ascigned to this train. (6)	
9.	On 2 Lay 1952, it was ordered by the SCC that a survey of the capacity of main lines in the solwerin railroad district to drawn up by 3 Lay. The capacity of these lines was to be stated also for one-way operations.	
1 0.	On 9 May, 32 trains of dumnged cars were moved out of the Berlin radicoud district. Eight of these trains with a total of 480 cars were sent to the Schwerin railroad district. (?)	
11.	In early June, the transport control headquarters at the Pascoult relirond	
	station was re-occupied by Soviets. (8)	
	Corrents	
(1)	The Freight Car Distribution Point, formerly Hauptmagnathenismy count (Dain	
•	Rolling Stock Distribution Point) controls the orplement of al. Preight	
	cars except tan cars.	
(2)	Prior to 20 Jun: no heavy-duty flatears were observed gasting three go the	
	Frankfurt/Oder border station.	
(3)	Previously, the uranium ore trains were handled as normal through-freight trains.	
(1,)	Such study corrussions are employed continuously in the soviet Lone of Germany.	
(-,,	To dete, they have inspected the large marshaling yards of the seviet Zone and	
	submitted proposals for the improvement of their efficiency.	
(5)	Information on the return of the second series of 20,000 former Gersan	
(2)	freight cars from the U.S.S. was transmitted previously,	25X1
(6)	Train is one of the tank shuttle-trains permeasatly kept available for	20/(1
• •	the coviets in Germany. It proviously consisted of 26 4-axle heavy-inty	
	flatears with load conscities from 40 ve 50 tons.	25X1
	The cars newly assigned to this train, may have been of the new type on years	
	information has been furnished	25X1
	the state of the s	
(7)	The elimination of realroad stations in the sectors of Berlin for	
	long-distance passenger traffic after 18 May 1952 necessitated the utilization	
	of additional Soviet tone railroad stations, to their tracks were jan ad with	
	railroad cars damaged furing the war, these cars had to be moved to other	
	places in order to clear the tracks for passenger traffic,	25X1
1		
(42)	Transport control headquarters are assigned only to regional realroad head-	
	quartors and not to individual railroad stations. probably refore to the	25X
	office of an ETO. The assignment of such RTOs usually indicates special militar	45*
	transportation operations in the area concerned. However, do indications of suc	h
	operations have been observed in the Pasewalk area to date.	

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